

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1-10. (cancelled).

11. (currently amended) A retractable parcel shelf system for a convertible vehicle comprising a rigid roof that folds in a storage space of the vehicle, which vehicle has a longitudinal axis, a front and a rear, a chassis and a passenger compartment, the system comprising:

a central panel and two lateral panels located on either side of the central panel, both said lateral panels being fixed to the central panel and being movable with respect thereto;

means for pivoting the central panel about at least one axis transverse to said longitudinal axis from a normal operating position to a forward retracted position in the storage space, thus allowing to store the roof in a folded condition in the storage space or inversely to extract said roof from its stored position into a closed position above the passenger compartment;

means for moving the lateral panels with respect to the central panel; and

stop means fixed to the central panel and moving with the central panel or with respect to the central panel towards one of the front and the rear of the vehicle, said stop means being embodied such that when the central panel pivots to the rear to move from its retracted position to its normal position even

~~though~~ whereas the roof is in its stored position, the stop means abut a complementary formation on the roof in its stored position in order to control the deployment of the lateral panels in relation to the central panel.

12. (previously presented) The parcel shelf system according to claim 11, wherein the stop means are permanently urged towards the rear by elastic return means.

13. (previously presented) The parcel shelf system according to claim 11, wherein the stop means are laid out at a free end of at least one arm assembled so as to pivot about an axis transverse to the longitudinal axis of the vehicle.

14. (previously presented) The parcel shelf system according to claim 11, wherein the stop means are linked via a connecting rod to means for actuating the corresponding lateral panel.

15. (previously presented) The parcel shelf system according to claim 14, wherein each lateral panel is assembled so as to pivot about an axis substantially perpendicular to the upper surface of the central panel, and each connecting rod is linked to the corresponding lateral panel through a spherical joint located in relation to said axis so that a relative forward displacement of each connecting rod with respect to the central panel induces the corresponding lateral panel to pivot towards its deployed position.

16. (previously presented) The parcel shelf system according to claim 11, wherein:

each movable stop means is linked to a first bar extending transversally to the longitudinal axis of the vehicle and attached to the chassis of the vehicle; and

the central panel is assembled so as to pivot with respect to said first bar, by means of at least a pair of articulated second bars.

17. (previously presented) The parcel shelf system claim 15, wherein:

in the retracted position of the central panel, said central panel and the lateral panels are tilted in a substantially vertical position; and

during said tilting, the connecting rod operates on the corresponding articulated arm in order to put it into a substantially vertical position, so that the roof can pass by.

18. (previously presented) The parcel shelf system according to claim 12, wherein, in the normal operating position, although the roof is closed above the passenger compartment of the vehicle, the stop means are manoeuvred towards the rear thanks to said elastic return means and thus retain the lateral panels in a retracted position with respect to the central panel.

19. (previously presented) The parcel shelf system according to claim 11, wherein the central panel is, in the normal operating position, further forward in the direction of the front of the vehicle in the closed position of the roof than it is in the stored position of said roof.

20. (previously presented) A convertible vehicle having a longitudinal axis, a front section and a rear, and comprising a storage space, a rigid roof that folds at the location of said storage space, a chassis, a passenger compartment and a retractable parcel shelf system which comprises:

a central panel and two lateral panels located on either side of the central panel, both said lateral panels being fixed to the central panel and movable with respect thereto;

means for pivoting the central panel about at least one axis transverse to said longitudinal axis from a normal operating position to a forward retracted position in the storage space, thus allowing to store the folded roof in the storage space or inversely to extract said roof from its stored position into a closed position above the passenger compartment;

means for moving the lateral panels with respect to the central panel; and

stop means fixed to the central panel and moving with the central panel or with respect to the central panel towards one of the front and the rear of the vehicle, said stop means being embodied such that when the central panel pivots to the rear to move from its retracted position to its normal position even though the roof is in its stored position, the stop means abut a complementary formation on the roof in its stored position in order to control the deployment of the lateral panels with respect to the central panel.

21. (previously presented) The vehicle according to claim 20, wherein the movable stop means are laid out at a free end of at

least one arm assembled so as to pivot about an axis transverse to the longitudinal axis of the vehicle.

22. (previously presented) The vehicle according to claim 20, wherein:

each movable stop means is linked to a first bar extending transversally to the longitudinal axis of the vehicle and attached to the chassis of the vehicle; and

the central panel is assembled so as to pivot with respect to said first bar, by means of at least a pair of articulated second bars.

23. (previously presented) The vehicle according to claim 20, wherein:

the stop means are permanently urged towards the rear by elastic return means; and

in the normal operating position, although the roof is closed above the passenger compartment of the vehicle, the stop means are manoeuvred towards the rear thanks to said elastic return means and thus retain the lateral panels in a retracted position with respect to the central panel.

24. (previously presented) The vehicle according to claim 20, wherein the central panel is, in the normal operating position, further forward in the direction of the front of the vehicle in the closed position of the roof than it is in the stored position of said roof.